

### Remarks

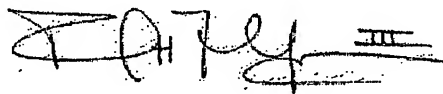
The Applicant has canceled claim 11 in response to the indication in the office action that claims 19, 21, and 22 would be considered duplicates of claims 11, 12, and 13 if these claims were found to be allowable. The Applicant submits the cancellation of claim 11 obviates this issue.

Claims 9, 11-13, 15-16, 18-22, 24, and 25 have been rejected as being anticipated by JP 2001-63325 (hereinafter Japan 325). Claims 9, 11-16, and 18-26 have been rejected as being obvious in view of the combination of Japan 325 and WO 03/105509 to Adamson. Adamson has been cited as prior art under section 102(e) and the Applicant reserves his ability to investigate whether this reference can be removed as prior art based on the date of invention. The claims were also rejected as being obvious in view of the combination of Japan 325, Lee (US 5,731,754), EP 694,861 (hereinafter Europe 861), and Rensel (EP 1049196). The Applicant respectfully traverses the rejections. Claims 9 and 19 require the encapsulation material to adhere to the sidewall to secure the tag to the sidewall. The Applicant submits this language requires the adhesion force to be created by the application of the encapsulation material to the sidewall of the tire. To clarify this limitation, claim 19 has been amended to recite how the adhesion between the encapsulation material and the sidewall is created. In addition, claims 27-29 have been added to specify how the tag is secured to the sidewall. The Applicant respectfully requests these claims to be examined. The inventions recited in these claims are not disclosed, taught, or suggested by the references cited in the Final Office Action.

Japan 325 discloses a tire having a transponder that is built into the tire sidewall while the tire is manufactured. Japan 325 teaches that the transponder is already encapsulated and cured before the transponder is placed into the tire mold where it is pressed into the sidewall of a green tire. The sidewall of the green tire is vulcanized around the transponder to secure the transponder in place. The encapsulation material of Japan 325 thus does not adhere the tag to the sidewall of the tire as recited in claims 9 and 19 because it is already cured before ever contacting the material of the tire sidewall. Japan 325 teaches a tire

and process that is essentially opposite of the claimed invention. Japan 325 cures the transponder inside the tire during the curing process of the green tire. The transponder is thus fully exposed to the heat of the tire vulcanization process. Japan 325 thus does not disclose or teach the claimed invention. The teachings of Adamson combined with Japan 325 do not render the claimed invention obvious. Adamson and the other cited references teach that the cured, encapsulated tag is to be cured into the layers of the tire or directly into a rubber patch. The cured encapsulation material of these references thus does not adhere the tag to the sidewall body as recited in the claims. The claimed invention uses the encapsulation material to adhere the tag to the sidewall after the sidewall has been formed and cured.

Please call the undersigned attorney if any issues remain after this amendment.

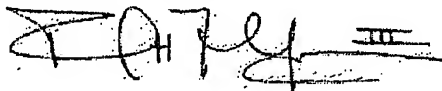


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I hereby certify that this correspondence (Amendment B and RCE in application serial no. 10/743,694 filed 12/22/2003) is being deposited with the United States Postal Service as first class mail (with sufficient postage) in an envelope addressed to: Commissioner for Patents, P.O. Box 1450, Alexandria, VA 22313-1450, OR is being transmitted by facsimile to 571-273-8300 on July 10, 2006.



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